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THE RAILROAD WAGE DISPUTE

The public should by this time be aware
that it can no longer ignore the wage
dispute between the railroads and their
employees. If a disastrous break is to be
avoided measures other than those
promising mere temporary relief must
be taken, and these are impossible unless
people inform themselves. Views have
been presented by both sides. The em-
ployees ask a revision of the wage scale
and the adoption of an eight-hour day.

These changes mean that millions of
dollars would be added to the pay rolls.
The employers resist the demands on the
ground that existing conditions do not
warrant any such liberal in-
crease and that already a full share of
all railroad income goes into wages.

Gross railway revenues for the fiscal
year ending June 30 would approximate
\$5,000,000, and it has been suggested
that such an extraordinary income might
justify more liberal treatment of the
employees, although the public is reminded
by the railways that out of every dollar
received for freight or passenger service,
4 cents goes for wages and that an
increase of \$100,000 in wages would be
equal to a 5 per cent. advance in freight
rates. The employees have threatened to
strike, and, according to reports, a ma-
jority of the brotherhood members have
approved such a step. A statement
issued by the national conference com-
mittee of the railways says: "The rail-
roads have proposed the settlement of
this controversy either under the national
arbitration law, or by reference to the
interstate commerce commission. This
offer has been refused by the employes' representatives."

The country can not afford to lose its
most important public utility to be
paralyzed. A strike is not inevitable.
Neither is it necessary. On this point
the employees ask: "Shall a nation-
wide strike or an investigation under the
government determine this issue?" The
need of the hour is for the representa-
tives of the public to propose a common
road for action. If existing mediation
machinery is unsuitable, there should be
improvements. The matter should not
simply be referred to the commerce
commission, but there should be investigation
and discussion. There is no need at this
time for precipitate action.

In this connection the employes ought
to feel no fear. An investigation should
determine the actual status of the rail-
ways and clear away any misinterpre-
tation of the recent extraordinary re-
venues. An increase in wages based wholly
on current returns would be inequitable.
It seems that the time has come for the
country to adopt a more definite policy
with regard to railroad costs as well as
income.

OPPORTUNITIES AT HOME

In these days when the labor of skilled
mechanics, and even of men and women
are not skilled, is in demand
throughout the country, it is worth
while for every one who is tempted to
leave his home city to consider all the
circumstances involved. Indianapolis and
all of Indiana's manufacturing centers
are busy with work and the employers
are offering good wages and fair induc-
ements. Other cities outside of Indiana
also are bidding for labor. Why should
a man, who already is constantly em-
ployed at wages heretofore regarded as
good, pull out from a good home, from a
city to which he is attached, with ex-
cellent schools for his children, and
where living conditions he understands,
and yield to the lure of some other city
that really does not offer better net in-
ducements because of a different scale of
living and of comforts to be reckoned
with? There are times when one is jus-
tified in making a change. We have
heard of opportunity knocking at the
door, but every rap of the knocker does
not necessarily mean that the angel of
good fortune is at the entrance. A cer-
tain percentage of any population is of
a restless and roving disposition. Fre-
quently change brings better conditions,
but as a rule where there is no better
at home the average man will fare better
by remaining steadily on the job where
he is known and where long service
brings his satisfactions and rewards.

Many cities have been set topsy-turvy
in living conditions by the flood of
new business that has come to their
factories in recent months. Take Detroit
for instance, famous once as one of the
most beautiful and attractive home cities.
It has become a great metropolis and its
own citizens are not alone in rejoicing
at its marvelous growth. Nothing can
seriously retard it and not much can be
done to accelerate the growth which it
is already experiencing. But why should
one already employed and, perhaps, liv-
ing in the city where he has grown up,
wish to transfer to that or any other
new industrial maelstrom? Man wants
work and wages and opportunities, and
these he has already. But he also wants
friends and home. There is perhaps no
city now that does not furnish work

and opportunities for its own people,
certainly there is none in Indiana this
year. Some substantial contribution to
living conditions should, therefore, be
sought before one is tempted to leave
his home. In a recent number of the
Survey a writer describes Detroit as it
is today. Among other things he says:

Some of its older residents declare that,
with smoke, and with street cars packed
to suffocation, and the streets thronged
with automobiles, life in Detroit
has ceased being worth living. Yet
living in Detroit has become almost im-
possible for all except those who can pay
high for it. There are said to be 200 car-
loads of household goods in the railway
yards whose owners have been unable
to find a dwelling. Laboring men, whose
presence is much desired in automobile
and war munitions plants, are said to be
leaving the city because they can find
no place to sleep between shifts. The
McGregor institute, founded to shelter the
detestable wayfarer, is filled with men
who wish to make Detroit their home,
but are unable to do so. They are willing
and able to pay for a dwelling, but can find
none. * * * The newspapers frequently
carry stories of those who were forced
to sleep in the streets, to place their
go, of people packed into cheap lodging
houses, of a family forced to live in one
room of a downtown block who dispose
of their sewage through the rain leader
—which fortunately is sewer connected.

This does not describe a desirable con-
dition for any city or for those who go
into it unprepared. Detroit may be ex-
pected to take care of herself, as may
Pittsburgh and other great and growing
cities. But those who may be tempted
to join the throng in any such city should
at least consider metropolitan conditions
that they and their families must face.
The big cities are not the only ones that
are wanting men. Bring the lesson home
to Indianapolis, for instance. There is
no unemployed labor here. Our factories,
not only of this city, but in the state,
are not only offering good wages, but
they are from time to time adding to the
comfort and privileges of their employees,
and this is proper and wise. Most men
are looking not only for wages, but for
good treatment and all the comforts of
home. Here is where Indianapolis, no
mean city," need take second place to
no city.

The diversity of its factories is of itself
a big asset for Indianapolis. The city
is having not only a rapid but a substan-
tial growth industrially. Its people are
employed. They are dwelling in good,
comfortable houses, and not in shacks
and tents. House building goes steadily
forward to meet the increasing demand.
The railroads and traction lines furnish
transportation in all directions. There is
everywhere evidence of that material
prosperity which contributes to the hap-
piness and comfort of an intelligent com-
munity with an informed public senti-
ment.

THE LAW AGAINST PLOTTERS

It is said that the President will ask
congress to enact a new law which will
enable the government to prevent the im-
proper acquisition of knowledge of
military and naval plans and fortifica-
tions. We have learned a good deal dur-
ing the war of the spy system and its
pervasiveness. If, therefore, there is need
for strengthening the laws in restraint of
it, congress surely will not refuse or
neglect to pass them. But there is an-
other matter of even greater importance.
In his address to the last December
President Wilson strongly urged the en-
actment of a statute that would enable
the government to deal more effectively
with the complacency of the object of which
was the destruction of powder and munition
plants. In some of these cases it
was necessary to proceed under the Sher-
man anti-trust act, and to treat the com-
placencies as combinations in restraint of
trade.

That the President's recommendation
was wise was generally admitted at the
time he made it. But nothing whatever
has been done about it. Surely it should
not be difficult for congress to agree, and
promptly, on a law which would greatly
strengthen the government in its
campaign against lawless violence that
was forced on it. Of that campaign the
country knows much, but not all. There
are men in congress who know a good
deal more about it than the people do.
Surely they will be glad to support the
legislation asked for, and so greatly
needed.

We have had our warning, and should
profit by it. The experience through
which this country has passed has been
most enlightening and instructive, but it
will do us good only as it leads to action.
Yet eight months have gone by with-
out doing. There should be no adjourn-
ment till our laws are strengthened in the
interest of the peace and safety of the
American people. If this is not good
Americanism we do not know what is.

NEW ARMY OFFICERS

A recent order issued by the war de-
partment and made public at the head-
quarters of the department of the east re-
minds young men between the ages of
twenty-one and twenty-seven that on Au-
gust 21 a special examination will be
held for citizens desiring to obtain a
commission in the United States army.
The war department hopes to attract
some of the young men who have spent
enough time in the citizens' training
camps to get a real taste of army life.
The examinations cover practically the
same subjects as those for admission to
West Point, and as the war department
recently announced a shortage of 1,500
second lieutenants, the chance for young
men who show aptitude for the work
and a willingness to learn is good.

The government is compelled to draw
a large number of officers from civilian
ranks; neither West Point nor the regular
army can supply 1,500 officers on such
short notice. Fortunately the day has
passed when political influence can be
used in such emergencies. The army with
incompetents whose only claim to military
distinction is their ability to line up the
troops. The officers who have qualified
after four years of severe training at
West Point have a good reason to look
upon such civilian appointees with dis-
trust and they are not to be blamed. The
soldiers who serve under them are also
quick to take advantage of their in-
competence, and the result is a general low-
ering of the efficiency of the army.

But there is no reason why bright
young men with a real enthusiasm for
army life can not take the short cut to a
commission without endangering army
discipline and efficiency. No course of
training, either in the army or outside
it, can supplant a West Point education,
but an ambitious young man can become
a good officer; and at present the out-
look for the army as a career is good.
Public opinion favors an increase in the
number of regular troops, and this means
an increase in the number of officers and

Incidentally in the opportunities for the
young man who enters the ranks with the
expectation of becoming an officer.

A PAPAL PROTEST

It is announced that the pope, after a
careful study of the subject, has decided
to make a protest to the German govern-
ment against its deportation of 25,000 peo-
ple from northern France. He will, so
it is said, ask that at least the women
and young girls be sent back to their
homes. The action, if it has been cor-
rectly described, is in violation of the
principles of international law. For the
peaceful inhabitants of occupied territory
may not be made prisoners of war, but,
on the contrary, must be protected in
their homes. Their property, their lives
and their honor are sacred, although, of
course, their property may be taken—
provided it is paid for—for the use of
the invading army. Also, as long as the
principles of humanity are observed their
services may be commended.

All this is fully recognized, but depor-
tation of the people is forbidden. It has
been practiced by the Turks in Armenia,
but their action surely constitutes no
precedent. The world would be glad to
have Germany's account of the transac-
tion, and any explanation of it that she
may care to offer. The French govern-
ment has already protested to the neu-
tral world and demanded that a neutral
inquiry be permitted. If the facts are
as given they are certainly of very grave
importance. For the charge is that 25,000
people—many of them young women and
girls—have been forcibly taken from
their homes, transported to distant re-
gions and compelled to work in the fields.
That, we say, is the charge, and it
reflects seriously on the German authori-
ties. If there is proof of its falsity it
should be forthcoming. If it is true, the
wrong should be righted immediately.

As a matter of fact, no protest should be
needed. If any German agents have been
guilty of doing what they are accused
of, their action should be repudiated and
reversed, and they themselves should be
rebuked and punished by the government.

THE CHILD LABOR BILL
The senate yesterday, by a vote of 82
to 12, passed the child labor bill. As one
important amendment, greatly strength-
ening it, was adopted, it will be necessary
to send the bill to conference. This will
be promptly done. There is now no doubt
that an early agreement between the two
houses will be reached, and that the bill
will become a law. There are, of course,
the gravest doubts of its constitutionality.
It was voted for by many men who share
those doubts. On the other hand, others
voted against it with great reluctance,
and did so because they honestly believed
that there was no constitutional warrant
for this extension of federal authority.

This was true of Senator Tillman, who
said:
I have been shocked to see men in
South Carolina—rich, intelligent, well-
educated men—who are willing to swell
their dividends at the expense of little
children. The veil of sophistry in their
eyes is other than their hearts. Their
plea, stripped of verbiage, is "let the
children toil that we may live in lux-
ury," and yet we wonder at the spread of
socialism and the increasing hostility of
labor toward capital.

Yet Senator Tillman, who is an honest
man and a man of courage, voted
against this bill simply because its
passage would, as he thought, create a
precedent of the most dangerous char-
acter. Other men voted against it for
other reasons less creditable. It is al-
ready proposed to exclude from inter-
state commerce the output of legitimate
state industries carried on in prisons.
And Mr. Tillman predicted that "in time
a law will be passed making it unlawful
for anything to enter into interstate
commerce that is not desired by vote of
labor unions." There can be no question
of the desirability of the end that it is
sought to accomplish, or of the gravity
of the evil that the law is designed to
remedy. The motives of those back of
the measure are beyond suspicion. It is
to be noted that eleven senators, Dem-
ocrats, voted for the bill, and ten against
it. It had the support of all the Republi-
cans except Oliver and Penrose, of
Pennsylvania.

Some disquieting predictions were made
at the convention of the National Asso-
ciation of Master Bakers, in Salt Lake
City. In his address, the president de-
clared that "housewives will have to pay
more for bread in the near future." The
explanation is that upkeep and deprecia-
tion of machinery, shorter hours, higher
wages and better facilities have operated
to deprive the commercial baker of much
of his profit. Even now the 5-cent loaf
is not so large as it used to be. The 10-
cent loaf is advocated as an economy.
One speaker at the convention estimated
the cost of making 1,000 loaves of bread
of the 5-cent size to be \$3.50 more than
the cost of producing 500 10-cent loaves.
The cost of the same quantity of flour was
although the same quantity of flour was
used. From the baker's standpoint the
5-cent loaf is a colossal waste. Of all
the footnotes produced in this country
the loaf would be the cheapest. The mod-
ern bakery should be an example of speed
and efficiency, and these factors con-
tribute to economy. The bakers enjoy
an increasing patronage, for the tendency
of the times is against home baking. They
owe it to the public to establish a
standard in size and quality. Bread sold
by the pound instead of by the loaf might
be more satisfactory.

Still, if the price of bread gets to be
too high there's always the fireless cooker
to fall back on.

The older they get the fewer friends the
initiate, referendum and recall seem to
have.

Besides the healthful effects claimed
by that New York doctor as a result of
allowing small children to go naked in
summer time, much time, trouble and ex-
pense would be saved.

Nobody has a right to pay political
debts with the good name and honor of
the United States. Mr. Hughes, at Chi-
cago.

Undoubtedly you are right, sir; but it is
such a well established custom that any
attempt to break it up would seriously
disturb the political business.

And the trouble is that nobody seems
to want to help us out of third place
in the parade of nations. Just look how
St. Paul acted yesterday!

The water situation is becoming so
serious in Franklin that, it is reported,
"nothing but water" is the only diet for the
city, which, of course, is pretty tough
in a highly civilized state like Indiana,
where there has always been a routine
concentration on Saturday night balmy
activity.

He's now on the bandwagon
(Baltimore News)
What has become of the old-fashioned polit-
ical opposed to woman suffrage?

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PROSPERITY IN ALASKA

Partly because of European conditions
and partly because of governmental work
on great projects, Alaska is experiencing
a period of commercial prosperity that
almost amounts to a boom. All passen-
ger records from Seattle to Alaska have
been smashed since January, and tourists
are said to be booking two months ahead
in order to obtain accommodations. Freight
booked in early spring for the fall
cargoes exceeded the combined cargo
capacity of northward bound vessels.
Alaskans are looking forward to the es-
tablishment of the aeroplane mail service.
It now takes four to six weeks to get
mail from Seattle to Fairbanks. Two
days would be ample if aeroplanes were
used. Automobiles are said to be rapidly
displacing dogs and sleds for passenger
transportation, even in the dead of winter,
and many more will be used when road
improvements are completed. Numerous
cattle trails are being opened up, and
one of which is 230 miles long. The fare
is \$100 a passenger, with an allowance of
forty pounds of baggage. Horse stage
fare for the same distance is \$130, plus the
heavy charges for overnight stops at
the numerous mountain camps. Road
opening and maintaining roads under
government supervision. The mileage of
wagon roads at present is 92. There are
62 miles of winter sled roads and 2,316
miles of trails, some of which are passable
for automobiles. An important wagon
road in operation, even in winter, is the
River route, which is a big factor in the trans-
portation system. There are 5,000 miles of
navigable water in two river systems
alone. Alaska lacks railroads, but this
condition is being rapidly remedied by
private and governmental enterprise. The
road in operation at present, not count-
ing completed sections, is the Yukon
terminal line, the White Pass Yukon,
a narrow gauge, running from Skagway
to White Pass, mileage 20.4; the Yakutat
Southern, from Yakutat to Sitka river,
mileage nine; the Copper River & North-
western standard gauge, from Skagway to
Ketchikan, mileage 135; Alaska Northern
standard gauge, Seward to a point near
the head of the Tustumena arm, mileage
71.6; Tanana Valley, narrow gauge, Fair-
banks to Chatkila, mileage forty-six;
Fairbanks & Chena, narrow gauge, Fair-
banks to Chena, mileage thirty;
Nome to Sheslay, narrow gauge, mileage
thirty; Fairbanks & Chena, narrow gauge,
Fairbanks to Chena, mileage thirty;
Fairbanks & Chena, narrow gauge,
Fairbanks to Chena, mileage thirty;

English plays are now recalling some
of the ditties of ancient wars in which
the love-struck damsel not to be separated
from her lover donated male attire and
like "Fretty Susan".
Put on a woman's dress,
And laugh her hands with love,
To cross the raging seas for love,
On board a man-of-war.
Another is "The Woman Warrior," who
left her husband at home, enlisted and
served in the "two of her toes" in the siege
of Cork. She was as bold as our own
Moll Pitcher, who served a gun at the
battle of Monmouth. For
She was valiant and bold,
And would not be scared by a foe;
By any that dared to offend her;
If a quarrel, she would fight;
She would give him dry blows
And the captain did highly commend her.

THE SILVER LINING
(Pittsburgh Dispatch)
The tender-hearted Cook—No bad news, I
've, ma'am?
The mistress—There none bad news, no.
The Cook—There none, ma'am; don't let that
worry you. They tell me they can patch
up so's they're better than before.

QUESTIONS AND ANSWERS
J. W. H. Bedford is the chief justice of the
United States supreme court & Roman Cath-
olic—Yes.
Reverend—Please give pronunciation of "Re-
miniscent"—re-mi-nis-cent.
Semour—Please tell me how to go about se-
lecting a model store for my school room.
Write to the editor of the "Pittsburgh Dis-
patch," Charles A. Greathouse, State house,
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L. S. R. Covington—Please give the names
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THE LAST AUNT

Her whole claim to distinction among
those whose pleasures and troubles are
shared was the circumstance that she
possessed three aunts who apparently
lived for no other reason than to enter-
tain her for a month in the summer.
Every summer since she was a child she
made the rounds. One month with
the aunt who was unmarried and played
golf; one month with the aunt who was a
widow and devoted nearly all of her wak-
ing hours to a baby charity; and the last
month of the summer to the third aunt,
who was five sevenths a widow, being the
last of a traveling summer party that
went from Monday morning until Friday
evening, and sometimes longer. Until
this summer, entertaining her had been
no problem worth mentioning. Enough